

## HOUSE OF REPRESENTATIVES STAFF ANALYSIS

**BILL #:** PCS for HB 493 Enhanced Safety for School Crossings  
**SPONSOR(S):** Transportation & Infrastructure Subcommittee  
**TIED BILLS:** **IDEN./SIM. BILLS:** SB 1416

REFERENCE	ACTION	ANALYST	STAFF DIRECTOR or BUDGET/POLICY CHIEF
Orig. Comm.: Transportation & Infrastructure Subcommittee		Johnson	Vickers

### SUMMARY ANALYSIS

Current law authorizes the Department of Transportation (DOT) to establish school speed zones. However, there is nothing in Florida Statutes regarding the establishment of safe school crossing locations.

The bill requires DOT to evaluate the viability and cost of establishing a uniform system for the designation of safe school crossing locations on arterial or collector roads within a one-mile radius of all schools. The bill requires DOT to report its findings to the Legislature by January 1, 2018.

The bill is expected to have a negative, but likely insignificant fiscal impact to DOT for conducting the study.

## FULL ANALYSIS

### I. SUBSTANTIVE ANALYSIS

#### A. EFFECT OF PROPOSED CHANGES:

##### **Current Situation**

Section 316.1895, F.S., provides for the establishment of school speed zones. The Department of Transportation (DOT), is required to adopt a uniform system of traffic control devices and pedestrian control devices for use on the streets and highways surrounding all schools, public and private.<sup>1</sup>

DOT compiles, publishes, and transmits a manual containing all specifications and requirements with respect to the system of devices established for streets and highways surrounding schools to the governing body of each county and municipality, and DOT and each county and municipality are required to install and maintain such traffic and pedestrian control devices in conformity with the uniform system.<sup>2</sup>

Upon request from the appropriate local government, DOT installs and maintains traffic and pedestrian control devices on state-maintained roads for all prekindergarten early-intervention schools that receive federal funding through the Headstart program.<sup>3</sup>

A school zone located on a state-maintained primary or secondary road is maintained by DOT. However, nothing in law prohibits DOT from entering into agreements with counties or municipalities where the local governmental entity maintains specified school zones on state-maintained primary or secondary roads.<sup>4</sup>

Counties are responsible for maintaining school zones located outside of any municipality and on a county road.<sup>5</sup> Municipalities are responsible for maintaining school zones located in a municipality.<sup>6</sup> A school zone maintained by a county or municipality is periodically inspected to determine whether or not the school zone is being properly maintained.<sup>7</sup>

A school zone speed limit may not be less than 15 miles per hour except by local regulation. No school zone speed limit may be more than 20 miles per hour in an urbanized area. Such speed limit may be in force only during those times 30 minutes before, during, and 30 minutes after the periods of time when pupils are arriving at a regularly scheduled breakfast program or a regularly scheduled school session and leaving a regularly scheduled school session.<sup>8</sup>

A person may not drive a vehicle on a roadway designated as a school zone at a speed greater than that posted in the school zone. Violation of the speed limits in school zones is cited as a moving violation, punishable as provided in Ch. 318.<sup>9</sup>

##### **Proposed Changes**

The bill requires DOT to evaluate the viability and cost of a uniform system of specific, high-visibility pavement markings and signage for use on arterial roads<sup>10</sup> or collector roads,<sup>11</sup> within a one-mile radius

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<sup>1</sup> Section 316.1895(1)(a), F.S.

<sup>2</sup> Section 316.1895(1)(b), F.S.

<sup>3</sup> Section 316.1895(2), F.S.

<sup>4</sup> Section 316.1895(3)(a), F.S.

<sup>5</sup> Section 316.1895(3)(b), F.S.

<sup>6</sup> Section 316.1895(3)(c), F.S.

<sup>7</sup> Section 316.1895(4)(a) and (b) F.S.

<sup>8</sup> Section 316.1895(5), F.S.

<sup>9</sup> Section 316.1895(10), F.S.

of all schools, public and private, to designate safe school crossing locations. In its evaluation, DOT may consider implementation of new technology or innovations that enhance pedestrian and crosswalk visibility. Before January 1, 2018, DOT is required to submit a report to the President of the Senate and the Speaker of the House of Representatives providing the findings of its study and any recommendations for legislation relating to safe school crossing locations.

**B. SECTION DIRECTORY:**

Section 1 requires DOT to evaluate the viability and cost of a uniform system of specific, high-visibility pavement markers to designate as safe school crossing locations.

Section 2 provides an effective date of July 1, 2017.

**II. FISCAL ANALYSIS & ECONOMIC IMPACT STATEMENT**

**A. FISCAL IMPACT ON STATE GOVERNMENT:**

1. Revenues:

None.

2. Expenditures:

DOT may incur some expenditures associated with conducting the evaluation and preparing the report.

**B. FISCAL IMPACT ON LOCAL GOVERNMENTS:**

1. Revenues:

None.

2. Expenditures:

None.

**C. DIRECT ECONOMIC IMPACT ON PRIVATE SECTOR:**

None.

**D. FISCAL COMMENTS:**

None.

**III. COMMENTS**

**A. CONSTITUTIONAL ISSUES:**

1. Applicability of Municipality/County Mandates Provision:

Not Applicable. This bill does not appear to affect county or municipal governments.

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<sup>10</sup> Section 334.03(1), F.S., defines “arterial road” as a route providing service which is relatively continuous and of relatively high traffic volume, long average trip length, high operating speed, and high mobility importance. In addition, every United States numbered highway is an arterial road.

<sup>11</sup> Section 334.03(4), F.S., defines “collector road” as a route providing service which is of relatively moderate average traffic volume, moderately average trip length, and moderately average operating speed. Such a route also collects and distributes traffic between local roads or arterial roads and serves as a linkage between land access and mobility needs.

2. Other:

None.

B. RULE-MAKING AUTHORITY:

None.

C. DRAFTING ISSUES OR OTHER COMMENTS:

None.

#### **IV. AMENDMENTS/ COMMITTEE SUBSTITUTE CHANGES**